

## TRANSMITTAL LETTER TO THE UNITED STATES

6502-1515

DESIGNATED/ELECTED OFFICE (DO/EO/US)

U.S. APPLICATION NO. (IF KNOWN, SEE 37 CFR 1.5)

CONCERNING A FILING UNDER 35 U.S.C. 371

09/868740

INTERNATIONAL APPLICATION NO.

PCT/IT98/00378

INTERNATIONAL FILING DATE

23 DECEMBER 1998

PRIORITY DATE CLAIMED

TITLE OF INVENTION

MOULDING ELEMENT FOR MOTOR VEHICLE BODIES AND METHOD FOR REALISATION THEREOF.

APPLICANT(S) FOR DO/EO/US

CITTADINI, Paolo; FERRANTE, Pierpaolo; LAUDWEIN, Ralf

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include items (5), (6), (9) and (24) indicated below.
4. ☒ The US has been elected by the expiration of 19 months from the priority date (Article 31)
5. ☒ A copy of the International Application as filed (35 U.S.C. 371 (c) (2))
  - a. ☒ is attached hereto (required only if not communicated by the International Bureau)
  - b. ☐ has been communicated by the International Bureau.
  - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
- ☒ An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
  - a. ☐ is attached hereto.
  - b. ☒ has been previously submitted under 35 U.S.C. 154(d)(4).
- ☒ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371 (c)(3))
  - a. ☒ are attached hereto (required only if not communicated by the International Bureau)
  - b. ☐ have been communicated by the International Bureau
  - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
  - d. ☐ have not been made and will not be made.
- ☒ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
- ☒ An oath or declaration of the inventor(s) (35 U.S.C. 371 (c)(4)).
- ☐ An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371 (c)(5)).
11. ☒ A copy of the International Preliminary Examination Report (PCT/IPEA/409).
12. ☒ A copy of the International Search Report (PCT/ISA/210).

## Items 13 to 20 below concern document(s) or information included:

13. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
14. ☒ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
15. ☒ A **FIRST** preliminary amendment.
16. ☐ A **SECOND** or **SUBSEQUENT** preliminary amendment.
17. ☐ A substitute specification.
18. ☐ A change of power of attorney and/or address letter.
19. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1.825.
20. ☐ A second copy of the published international application under 35 U.S.C. 154(d)(4).
21. ☐ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
22. ☒ Certificate of Mailing by Express Mail
23. ☐ Other items or information:

U.S. APPLICATION NO. (IF KNOWN, SEE 37 CFR 1.5)

INTERNATIONAL APPLICATION NO.

ATTORNEY'S DOCKET NUMBER

531 Rec'd PCT/ 19 JUN 2001  
 09/868740 PCT/IT98/00378 6502-1515

24. The following fees are submitted:

**BASIC NATIONAL FEE ( 37 CFR 1.492 (a) (1) - (5)) :**

- ☐ Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO ..... \$1000.00
- ☒ International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO ..... \$860.00
- ☐ International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO ..... \$710.00
- ☐ International preliminary examination fee (37 CFR 1.482) paid to USPTO but all claims did not satisfy provisions of PCT Article 33(1)-(4) . . . . . \$690.00
- ☐ International preliminary examination fee (37 CFR 1.482) paid to USPTO and all claims satisfied provisions of PCT Article 33(1)-(4) . . . . . \$100.00

**ENTER APPROPRIATE BASIC FEE AMOUNT =****\$860.00**

Surcharge of \$130.00 for furnishing the oath or declaration later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492 (e)).

**\$0.00**

CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE
Total claims	16 - 20 =	0	x \$18.00
Independent claims	2 - 3 =	0	x \$80.00

**\$0.00****\$0.00**Multiple Dependent Claims (check if applicable). ☐**\$0.00****TOTAL OF ABOVE CALCULATIONS =****\$860.00**

Applicant claims small entity status. (See 37 CFR 1.27). The fees indicated above are reduced by 1/2.

**\$0.00****SUBTOTAL =****\$860.00**

Processing fee of \$130.00 for furnishing the English translation later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492 (f)).

**\$0.00****TOTAL NATIONAL FEE =****\$860.00**

Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31) (check if applicable).

☒**\$40.00****TOTAL FEES ENCLOSED =****\$900.00**Amount to be:  
refunded

\$

charged

\$

- a. ☒ A check in the amount of **\$900.00** to cover the above fees is enclosed.
- b. ☐ Please charge my Deposit Account No. \_\_\_\_\_ in the amount of \_\_\_\_\_ to cover the above fees. A duplicate copy of this sheet is enclosed.
- c. ☒ The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. **12-0913** A duplicate copy of this sheet is enclosed.
- d. ☐ Fees are to be charged to a credit card. **WARNING:** Information on this form may become public. **Credit card information should not be included on this form.** Provide credit card information and authorization on PTO-2038.

**NOTE:** Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.

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REGISTRATION NUMBER

DATE

03/060740

Rec'd PCT/PTO 19 JUN 2001

IN THE  
UNITED STATES PATENT AND TRADEMARK OFFICE

APPLICANT:	Cittadini, Paolo et al	)	
CASE:	6502-1515	)	Examiner:
SERIAL NO.:		)	Art Unit:
FILED ON:	Herewith	)	
FOR:	Moulding Element for Motor Vehicle Bodies and Method for Realisation Thereof	)	

BOX PCT

Assistant Commissioner for Patents  
Washington, D.C. 20231

- [x] AUTHORIZATION TO PAY AND PETITION FOR THE ACCEPTANCE OF ANY NECESSARY FEES. If any charges or fees must be paid in connection with the following Communication (including but not limited to the payment of Issue Fees), they may be paid out of our deposit account 12-0913. If this payment also requires a Petition, please construe this authorization to pay as the necessary Petition which is required to accompany this payment.
- [] Applicant hereby petitions for a *one-month extension* and entry of this Amendment which is sent within the \_\_\_\_\_ month after the due date of \_\_\_\_\_. The payment of \$ \_\_\_\_\_ to cover the \_\_\_\_\_ month extension is enclosed herewith.

***FIRST PRELIMINARY AMENDMENT***

**CERTIFICATE OF MAILING**

I hereby certify that this correspondence is being deposited with the United States Postal Service as first-class mail in an envelope addressed to: Asst. Commissioner of Patents and Trademarks, Washington D.C. 20231 on:

Date: June 19, 2001

By: Donna B. Vandenberg

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FIRST PRELIMINARY AMENDMENT

To place claims 1-16 in proper U.S. form, substitute attached pages 17-19 for amended pages 17-19 prior to calculating the fees. The attached pages 17-19 amend claims 10, 13, and 15 to eliminate the multiple dependency.

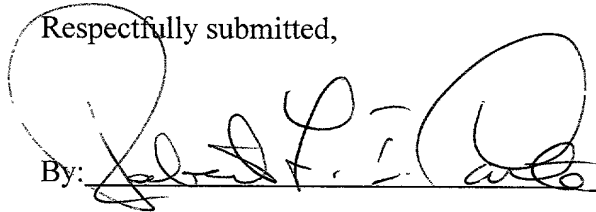
No new matter has been entered.

Respectfully submitted,

Date:

June 19, 2001

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moulding.

7. Moulding element according to claim 1, characterized in that it comprises a flexible seal lip (4) extending longitudinally along substantially the entire development of the moulding element itself and presenting a base portion (4a) engaged on the main section bar.

8. Moulding element according to claim 1, characterized in that said main section bar comprises a stiffening metal core.

9. Moulding element according to claim 4, characterized in that the main section bar (2) presents a substantially "C" shaped cross section defining within its own interior the longitudinal seat (8), said seat comprising two undercuts (12), set to act in opposition on corresponding bearing portions (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through the longitudinal opening.

10. Moulding element according to anyone of the previous claims, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining a closed line.

11. Moulding element according to claim 10, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the

body, the fastening projections (9) of the body comprising a head and a connecting stem between the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

12. Moulding element according to claim 11, characterized in that in correspondence with the blocking area (11b), the peripheral lip presents a projecting portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arrest portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

13. Moulding element according to anyone of the claims from 1 to 12, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) each delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining an open line connected to the subsequent and to the preceding seat.

14. Moulding element according to claim 13, characterized in that the peripheral lip, delimiting the attachment seat (11) defines at least an area (11a) for the insertion of the fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the body, the fastening projections (9) of the body comprising a head and a stem connecting the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

15. Moulding element according to claims 13 and 14, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting

portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arresting portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

5 16. Method for the manufacturing of a moulding element and for assembling the same to a motor vehicle body, said moulding element being preferably of the type disclosed in anyone of the preceding claims, the method comprising the following phases:

- 10 - realizing the main section bar (2) of elongated conformation. and provided with the longitudinal seat (8);
- realizing the continuous support element (7) presenting a pre-set number of attachment seats (11) positioned at a pre-set mutual distance;
- 15 - engaging the continuous support element (7) to the main section bar (2) prior to associating the moulding element (1) to the body (5) of a motor vehicle; and
- axially fastening the main section bar (2) and the support element (7) prior to associating the moulding element (1) to the body (5) of a motor vehicle,
- 20 said engaging phase of the continuous support element (7) to the main section bar (2) being realized by sliding the continuous support element (7) through the longitudinal seat (8).

MOULDING ELEMENT FOR MOTOR VEHICLE BODIES  
AND METHOD FOR THE REALISATION THEREOF

The present invention relates to a moulding element for motor vehicle bodies and a method for the realisation thereof.

5 In particular, such a moulding element is destined to be applied as a finish and/or protection to car body parts (e.g.: doors, fenders, edge areas of the lower perimeter of the body, windshields, etcetera).

Moulding elements of known types for the uses cited above usually comprise a band, typically made of plastic material, provided with proper attachment means for engagement to some part of the body.

10 It is known from DE 4217513 a moulding element composed by two parts: a frame, attached to the body, via adhesive tapes and studs projecting from the frame; an outer cover snap-fitted on the frame.

15 In is also known from EP 0461576 a single piece moulding element, provided on its inner surface with slots properly shaped to engage projections emerging from the body.

Some known types of moulding elements provide for the plastic band to be fastened by means of adhesives (e.g.: bi-adhesive tapes interposed between the body and one side of the moulding element).

20 The drawbacks of this kind of fastening are clear: precariousness of the connection, unreliability over time, extreme sensitivity to atmospheric agents and to dynamic stresses.

A second known type of general architecture for moulding elements provides for the presence of a longitudinal seat destined to house, by snap-on engagement, a plurality of coupling elements which are positioned in the longitudinal seat in



mutually equidistant positions.

More precisely, the moulding element comprises an elongated main body, obtainable by means of extrusion or moulding, wherein the longitudinal seat is defined. The latter, on the side of the moulding element destined to be oriented towards the body, presents an opening or slot wherefrom the coupling elements can partially emerge. More specifically, in correspondence with the opening or slots, millings or blankings are obtained at regular intervals in order to allow the insertion of each of the coupling elements and, at the same time, to define axial bearing surfaces wherein the coupling elements go and get locked by snapping.

Once the various coupling elements are appropriately fastened, they will each present at least a projection emerging in a direction substantially perpendicular to the longitudinal seat to engage corresponding slots obtained on the body of the motor vehicle.

This prior art realisation, though it is certainly effective from the point of view of fastening and operative reliability, has nonetheless also shown considerable drawbacks.

In particular the need to realise millings for the access of the engagement elements in correspondence with the longitudinal seat clearly entails an additional working phase which causes non negligible manufacturing costs. Moreover, since the main body whereon the milling is performed is typically made of material having good mechanical characteristics and, oftentimes, even of bi-material, milling operations are certainly not easy.

It should also be noted that the milling or blanking operations cause significant weakening in the structure constituting the moulding element thereby inevitably causing deformations and in particular undulations, certainly anti-aesthetic, which reduce the planarity and compliance with geometric tolerances of the outer surface of the moulding element itself. In fact, given the extreme rigidity of the section bar and the presence, in many cases, of metal cores, the milling work processes may entail such maintenance problems to the abrasion elements as to determine high machining costs and scrap levels.

Moreover, the residual presence of possible burrs can determine abrasions and scoring on the painted parts of the body.

In the attempt to solve the aforementioned drawbacks, a third type of moulding elements is currently widely used, wherein the attachment means comprise rivets or projections fastened, for instance by welding, to the body of a motor vehicle and then appropriately coated with plastic material in order to be engageable, by interference or by snapping on, in corresponding seats of the moulding element.

In greater detail, each rivet of the body is provided with its own plastic retaining element presenting a seat able to receive, by means of insertion in the vertical direction, the head of the rivet.

Each retaining element is also provided with guiding portions with horizontal development located on the same element in opposite positions.

Once each head of the rivets is engaged with the corresponding retaining

element, a "C" section bar is associated by sliding, which engages on the guiding portions and covers the retaining elements themselves. By means of terminal bodies the axial sliding movement between section bar and retaining elements is subsequently prevented.

5 This last realisation, although it does eliminate the burdensome problem of the milling operation, is also afflicted by some drawbacks.

In the first place it should be noted that it is not possible to manufacture a finished product ready to be assembled to the body of the motor vehicle.

10 This is because the assembly phases entail first associating all the retaining elements to the respective rivets.

Secondly, it is necessary to engage, by means of sliding, the extruded element to each of the retaining elements, and hence an additional phase wherein the section bar is axially locked is necessary.

15 This means that mounting each moulding element requires numerous successive phases and that prior to proceeding with assembly to the body, each moulding element must be finished in multiple separate pieces.

20 It should also be noted that the presence in the finished product of a plurality of discrete elements (retaining elements) physically separated from each other, coupled with the weakness of the section bar structure, due to the presence of hollow lightening areas, contributes to render the final structure of the moulding element weaker and more easily deformable.

In this situation, the fundamental aim of the present invention is to make available a new embodiment of a moulding element for motor vehicle bodies

which, in addition to presenting high performance in terms of resistance and reliability over time of the fastening to the body, is also economical to manufacture and easy to assemble, without thereby entailing substantial increases in terms of materials consumption.

5 A further aim is to avoid the need for milling operations on the extruded section bar whilst allowing to realise such a moulding element as to be able to be associated to the body of a motor vehicle with simple operations also engaging each of the rivets emerging from the body of the motor vehicle to a corresponding seat with a single attachment operation.

10 Within the scope of said technical task, an aim is to provide motor vehicle manufacturers with an already pre-assembled moulding element, requiring only to be fastened to the motor vehicle.

Lastly, a further aim is to render the moulding element able to be fastened to the body in a more resistant and reliable manner.

15 These and other aims besides which shall be made clearer in the course of the following description are substantially attained by a moulding element as described in the accompanying claims.

Further features and advantages will become more readily apparent from the detailed description of a preferred, but not exclusive, embodiment of a  
20 moulding element according to the invention.

Such description shall be made hereafter with reference to the accompanying drawings, provided purely by way of non-limiting indication.

-Figure 1 is an interrupted plan view relating to the body coupling side of a

moulding element according to the present invention;

- Figure 2 is a cross section according to trace II-II of Figure 1;

- Figure 3 is an interrupted top view of a continuous support element according to the invention;

5 - Figure 4 shows a longitudinal cross section according to the axis IV-IV of the continuous support element shown in Figure 3;

- Figure 5 is a cross section of the continuous support element according to the trace V-V of Figure 3;

10 - Figure 6 is a cross section of a continuous support element according to the trace VI-VI of Figure 3;

- Figure 7 shows an alternative embodiment of a continuous support element according to the present invention; and

- Figure 8 shows a cross section of the continuous support element of Figure 7 engaged to a projection emerging from the body of an automobile.

15 With reference to the accompanying figures and in particular to Figures 1 and 2, the number 1 indicates in its entirety a moulding element of motor vehicle bodies.

As mentioned above the moulding element 1 may be employed as an element for protecting, for surface and aesthetic finishing, for covering in various  
20 areas of the body of a motor vehicle, for instance in correspondence with the lower edge of the body on the sides thereof, in correspondence with the front and rear fender, on the doors, on the windshield, etcetera.

The moulding element 1 comprises a main section bar possibly provided with

metal core presenting elongated conformation and obtainable for instance by means of extrusion or pultrusion or other processes.

The main section bar presents an outer side 2a whereto is associated a surface finish coating 3 which, needing to be rigidly coupled to the main body itself, can preferably be joined thereto by means of injection moulding techniques or in co-extrusion with the main section bar. Preferably, but not necessarily, the main section bar can also be provided with a flexible seal lip 4 extending substantially along the entire longitudinal development of the moulding element 1 and presenting a base portion 4a rigidly engaged to the main section bar 2. From a manufacturing point of view, the coupling between the main section bar 2 and the seal lip 4 can be obtained with various techniques, for instance by means of their co-extrusion effected continuously.

In order to engage the main section bar 2 and thus the moulding element 1 to a corresponding attachment area 5a provided with fastening projections 9 welded to the body 5 of the motor vehicle, attachment means 6 are provided, operatively associated to the main section bar itself in correspondence with an inner side 2b thereof, opposite to said outer side 2a.

In detail, the fastening projections 9 comprise a pre-set number of elements each provided with a head connected to the body 5 by means of a stem with smaller radial dimensions than those of the head, resembling the shape of a rivet.

Originally, the attachment means 6 comprise a continuous support element 7, extending substantially over the entire longitudinal development of the main

section bar 2 and fastened thereto preferably by means of insertion in a corresponding longitudinal seat 8 obtained on the inner side 2b of the main section bar itself.

Descending further in detail, it should be noted that the longitudinal seat 8 is defined by the main section bar which presents a substantially "C" shaped cross section. The seat is obtained on the main section bar 2 and it presents, in its cross section, a longitudinal opening 10, also substantially developing over the entire length of the moulding element, set to allow an access to the continuous element 7 when the latter is inserted.

Also in reference to the cross section, the longitudinal seat 8 presents at least an undercut 12 set to act in opposition against a corresponding bearing portion 13 of the continuous support element 7 to prevent its extraction through the longitudinal opening itself. It should be noted that, in the example shown, for reasons of symmetry, two undercuts 12 are preferably provided, co-operating with respective bearing portions 13. In practice, both the continuous support element 7 and the longitudinal seat 8 present, at least for pre-set lengths, a greater transverse size than that of the longitudinal opening 10 so that the continuous support element 7 can be housed in its seat 8 without being extractable therefrom through the longitudinal opening 10.

Actually, to allow the attachment means 6 to be coupled to the main section bar 2 during the assembly phase, it is provided for the longitudinal seat 8 to present, in correspondence at least with one of its ends, an insertion opening 8a to receive the continuous support element 7 which can traverse the

insertion opening itself and can be made to slide in the seat 8 until reaching the desired axial positioning. Once the attachment means 6 are suitably positioned with respect to the main section bar 2 the continuous element is fastened axially by means of axial locking means 14 (Figure 1) operatively interposed between the main section bar itself and the continuous support element. More specifically, such axial locking means can comprise conventional locking organs for instance of the threaded kind or a slot, for instance with dovetail undercut, destined to receive a corresponding portion integral to the main section bar. Note that in the embodiment shown the finish coating 3, once rigidly associated to the main section bar 2, will present a portion destined to be inserted in the axial locking slot obtained on the continuous support element to lock it in the axial sense. With reference now to the particular structure of the attachment means 6, it should be noted that the continuous support element 7 presents a pre-set number of attachment seats 11 (in particular more than one seat and in general in a number equal to that of the projections) positioned at a pre-set mutual distance. The seats 11 are distanced correspondingly to the distance between the fastening projections 9 presented by the motor vehicle body and are provided with means for axially locking the head of the projections 9.

In a first embodiment shown in Figures 1 through 6, each seat 11 is a through seat and it is delimited, at least in one side of the continuous element 7 destined to face the body, by a peripheral lip defining a closed line. Such peripheral lip defines at least an area of insertion 11a so conformed as to



allow the passage of the head of the projections 9 traversing the continuous element 7. The lip also defines a second blocking area 11b of such dimensions as to allow the passage of only the stem of the rivet 9, preventing the head of the rivet from axially crossing through, moving away from or towards the body.

Once the head of the rivet 9 has been inserted in the insertion area 11a according to a direction that in the figures shown is axial (but which may coincide with any other direction), the rivet is moved in the blocking area of the seat wherein the moulding element is prevented at least from moving in axial direction away from the body.

In correspondence with the blocking area the peripheral lip presents a projecting portion 15 which defines at least an undercut 16 set to act in opposition with the corresponding arresting portion of the head of the projection 9 to prevent the aforementioned displacements.

From a procedural point of view, coupling to the motor vehicle occurs by simultaneously inserting all the heads of the fastening projections 9 through the first zone 11a of the engagement seats 11 and then effecting a translation of the moulding element according to a direction parallel to the axis of longitudinal development 17 of the section bar, thus bringing the heads to interfere with the continuous support element 7 in correspondence with the second area 11b of the seats.

In this situation any force directed to separate the moulding element from the wall of the vehicle brings the bearing portion of the head to interfere with the

undercut 16 of the seat thereby preventing detachment.

A second embodiment, shown in Figures 7 and 8, provides for the presence on the continuous support body 7 of seats 11 delimited by an open profile so as to be connected to the preceding seat and to the subsequent seat (excluding respectively the first and the last seat).

Also in this configuration the seats are provided with two areas, one 11a destined to the insertion of the head of the rivet and one 11b destined to interdict the separation movement of the moulding element from the body. The blocking area 11b is also provided with undercuts 16 acting in opposition against the head of the rivet 9 once the parts have been assembled.

The assembly and operation of this second type of continuous element conforms absolutely to the one described above.

It should be noted that the need to realise different types of elements can be linked for instance to the fact that sometimes the projections of the motor vehicle are covered by means of coating clips 18 (see in particular Figure 8) which increase and modify the dimensions and geometry of the attachments thereby forcing the use of seats of different kinds. Obviously, by appropriately varying the dimensions, also the first type of continuous elements can be adapted for use even in case of employment of clips for coating the rivets.

Lastly, from the point of view of the materials, it should be noted that the continuous support element 7 can be realised, for instance by means of moulding or by means of extrusion and subsequent removal of material, with:

- polyoxymethylene;

- acetal resins;
- reinforced polyamides;
- thermoplastic or heat-hardening materials possibly reinforced with fibres of various nature, suitable for the purposes;
- 5 - metal alloys.

In turn, the main section bar 2 and the coating 3 can be realised respectively of extruded PVC compounds with metal core or fibres, or any other thermoplastic or heat-hardening material or cured rubbers suitable for the purpose, reinforced with fibres or metal cores or not so reinforced, as well as  
10 for instance soft PVC compounds the better to absorb any impacts, or any other thermoplastic or heat-hardening material or cured rubber suitable for the purpose.

The realisation of a moulding element according to the invention entails a phase wherein a "C" shaped section bar 2, possibly incorporating a  
15 reinforcement core, is extruded.

To the section bar 2 can be associated by means of injection moulding, or even in co-extrusion process, a finish coating 3 and/or a flexible sealing lip 4.

Also prepared is a continuous support element 7 (by means of forming, by means of extrusion and subsequent milling, or by yet another technique)  
20 provided with attachment seats 11 which is engaged to the main section bar by insertion into the cavity of the section bar until reaching the desired axial position.

Lastly through the use of the axial locking means 14 described the relative

sliding movements of the components comprising the moulding elements are interdicted.

At this point in the procedure, the product according to the invention is ready to be fastened to the body.

5 The invention attains important advantages.

In the first place, it should be noted that the moulding element according to the present invention substantially solves all the typical drawbacks of prior art realisations whilst assuring effective fastening, high operative reliability as well as reduced costs both to manufacture and to assemble the various elements comprising it.

10 In particular, it should be noted that all the milling and/or blanking operations necessary for correctly fastening the attachment means 6 to the main section bar are substantially eliminated.

Moreover, thanks to the particular conformation of the continuous element 7 provided with a plurality of engagement seat, with a single operation it is possible to position such seats in correspondence with all the projections of the body with considerable savings in terms of assembly time.

15 In addition to its economising in construction and assembly times, the subject moulding element 1 is extremely effective also because the absence of material removal operations substantially eliminates structural weakening problems and, above all, it excludes the possibility that permanent deformations or undulations be induced on the substantially finished piece.

20 Moreover, the particular structure of the various components allows to pre-

assemble the moulding element prior to fastening it to the body, so that it can be delivered to manufacturing companies already finished and ready for application.

In conclusion, therefore, the moulding element according to the invention is obtainable at reduced costs, though it reaches a level of quality both in terms of compliance with geometric tolerances and in terms of mechanical resistance that is difficult to reach with prior art systems without prohibitive costs.

Claims

1. Moulding element for motor vehicle bodies comprising:

- a main section bar (2) of elongated conformation;  
- attachment means (6) operatively associated to the main section bar (2) and destined  
5 to engage a corresponding securing area (5a) of a body (5) of a motor vehicle, said  
attachment means (6) including:

- a continuous support element (7) engaged to the main section bar (2), said support  
element (7) presenting a pre-set number of attachment seats (11) located at a pre-set  
mutual distance suitable for engagement with the corresponding projections carried by  
10 said securing area (5a); and

- a longitudinal seat (8) obtained on the main section bar (2) for receiving said  
continuous support element (7), the longitudinal seat (8) presenting in cross-section a  
longitudinal opening (10) to allow access to said attachment seats (11) and undercuts  
(12) acting in opposition on a corresponding bearing portion (13) of the continuous  
15 support element (7);

characterized in that said undercuts (12) of the main section bar (2) are capable of  
preventing extraction of the attachment means (6) through the longitudinal opening,  
said main section bar (2) and said continuous support element (7) not being made in  
resilient material.

2. Moulding element according to claim 1, characterized in that:

said longitudinal seat (8) is substantially corresponding to said continuous support  
element (7), the continuous support element (7) being inserted in the corresponding  
longitudinal seat (8); and in that

25 in a first operative condition of the moulding element (1), where the continuous  
support element (7) is separated from the body (5), the continuous support element (7)

is exclusively and directly engaged only to the main section bar (2) and, in a second operative condition of the moulding element (1) where the moulding element (1) is fully assembled and mounted on the body (5), the continuous support element is directly and exclusively attached to the main section bar (2) and to the projections (9) carried by said securing area (5a); and in that

no means are associated to the continuous support element (7) for directly attaching the same to the body (5).

3. Moulding element according to claim 1, characterized in that said longitudinal seat (8) presents, in cross section, a longitudinal opening (10) to allow an access to the attachment seats (11) of the continuous element (7), and at least an undercut (12), set to act in opposition on a corresponding bearing portion (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through said longitudinal opening.

4. Moulding element according to claim 3, characterized in that said longitudinal seat (8) presents, in correspondence with at least one end, an insertion opening (8a) to receive said continuous support element.

5. Moulding element according to claim 1, characterized in that it comprises axial locking means (14) operatively interposed between said main section bar (2) and said attachment means (6).

6. Moulding element according to claim 1, characterized in that it comprises a finish coating (3) associated to an outer side (2a) of the main section bar, said finish coating (3) being preferably associated to the main section bar by means of injection

moulding.

7. Moulding element according to claim 1, characterized in that it comprises a flexible seal lip (4) extending longitudinally along substantially the entire development of the moulding element itself and presenting a base portion (4a) engaged on the main section bar.

8. Moulding element according to claim 1, characterized in that said main section bar comprises a stiffening metal core.

9. Moulding element according to claim 4, characterized in that the main section bar (2) presents a substantially "C" shaped cross section defining within its own interior the longitudinal seat (8), said seat comprising two undercuts (12), set to act in opposition on corresponding bearing portions (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through the longitudinal opening.

10. Moulding element according to any one of the previous claims, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining a closed line.

11. Moulding element according to claim 10, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the



body, the fastening projections (9) of the body comprising a head and a connecting stem between the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

5 12. Moulding element according to claim 11, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arrest portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

10 13. Moulding element according to any one of the claims from 1 to 12, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) each delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining an open line connected to the subsequent and to the preceding seat.

15 14. Moulding element according to claim 13, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of the fastening projections (9) and at least an area (11b) for blocking the fastening  
20 projections (9) in an axial direction of motion of the moulding element away from the body, the fastening projections (9) of the body comprising a head and a stem connecting the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

25 15. Moulding element according to claims 13 and 14, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting

portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arresting portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

5 16. Method for the manufacturing of a moulding element and for assembling the same to a motor vehicle body, said moulding element being preferably of the type disclosed in anyone of the preceding claims, the method comprising the following phases:

- realizing the main section bar (2) of elongated conformation and provided with the longitudinal seat (8);

10 - realizing the continuous support element (7) presenting a pre-set number of attachment seats (11) positioned at a pre-set mutual distance;

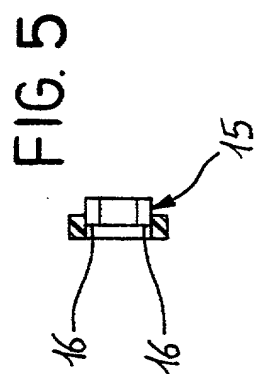
- engaging the continuous support element (7) to the main section bar (2) prior to associating the moulding element (1) to the body (5) of a motor vehicle; and

15 - axially fastening the main section bar (2) and the support element (7) prior to associating the moulding element (1) to the body (5) of a motor vehicle,

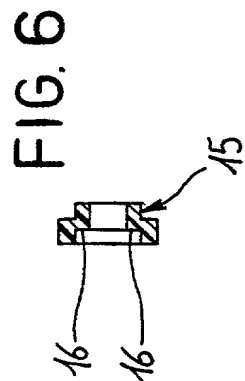
said engaging phase of the continuous support element (7) to the main section bar (2) being realized by sliding the continuous support element (7) through the longitudinal seat (8).

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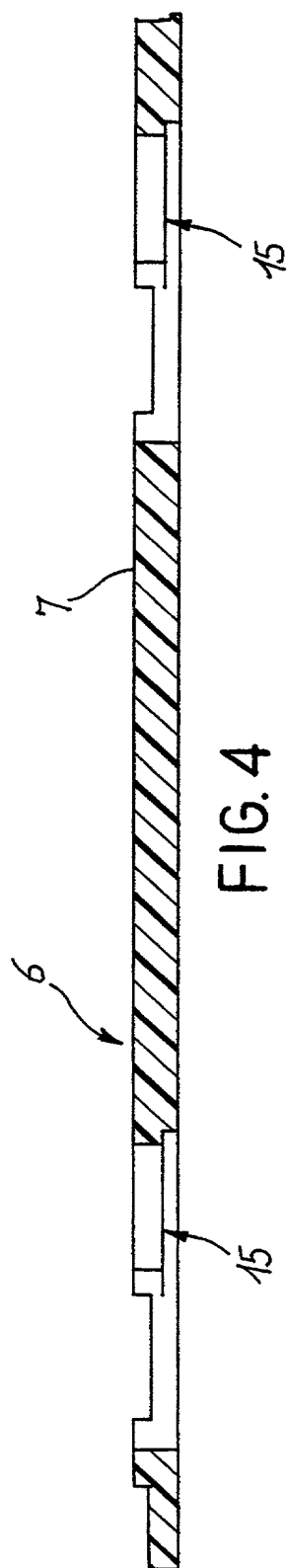
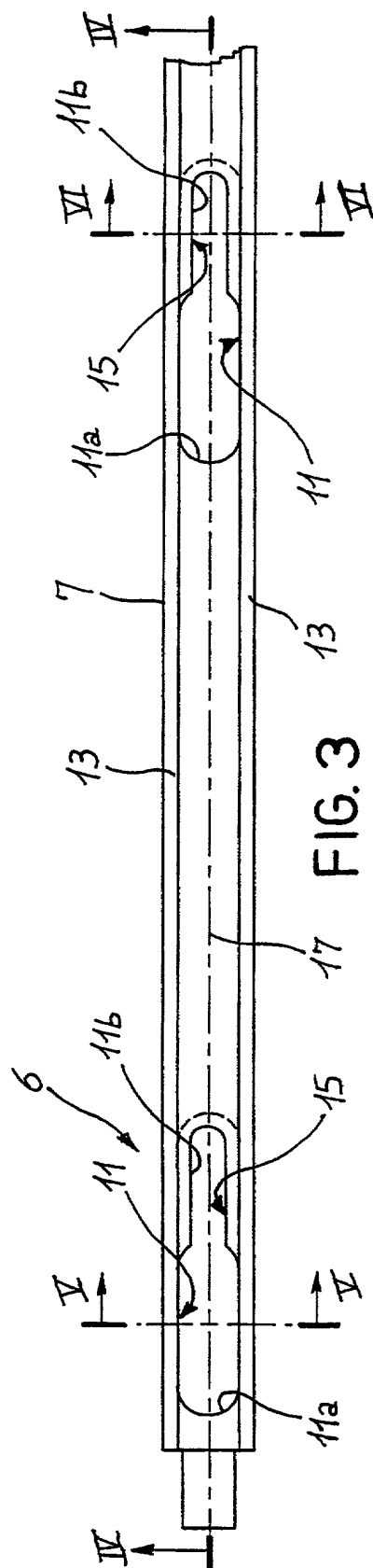


FIG. 4



F/G. 3

FIG. 7

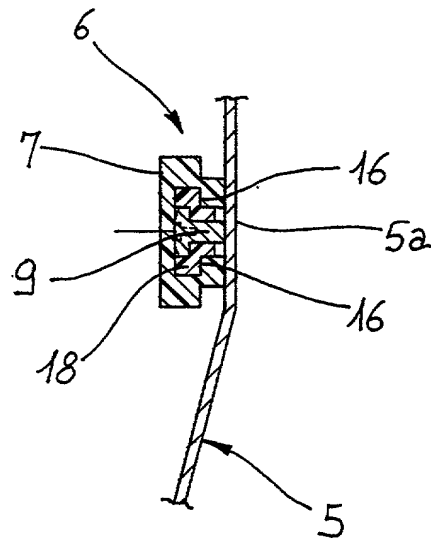
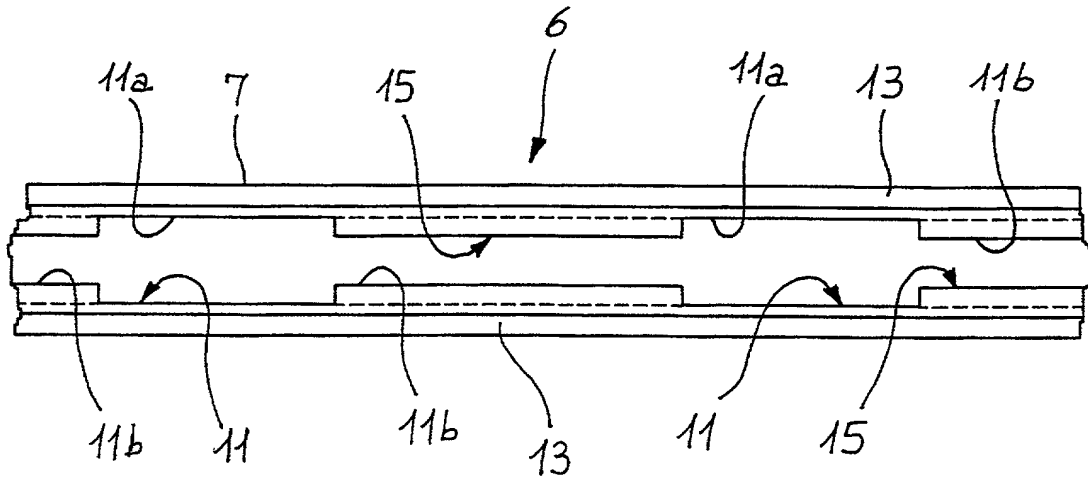


FIG. 8

Docket No. \_\_\_\_\_

**DECLARATION AND POWER OF ATTORNEY FOR PATENT APPLICATION**

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled MOULDING ELEMENT FOR MOTOR VEHICLE BODIES AND METHOD FOR THE REALISATION THEREOF, the specification of which:

      X       is attached hereto.  
                     was filed on \_\_\_\_\_ as Application Serial No. \_\_\_\_\_  
and was amended on \_\_\_\_\_ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations, Section 1.56(a).

I hereby claim foreign priority benefits under Title 35, United States Code, Section 119 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

**PRIOR FOREIGN APPLICATION(S)**

Country	Number	Date Filed	Priority Claimed	
			Yes	No
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I hereby claim the benefit under Title 35, United States Code Section 120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, Section 112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, Section 1.56(a) which occurred between the filing date of the prior application and the national or PCT international filing date of this application.

<u>Application Serial No.</u>	<u>Filing Date</u>	<u>Status</u>
_____	_____	_____
_____	_____	_____

And I hereby appoint Thomas E. Smith, Registration No. 18,243, Dennis M. McWilliams, Registration No. 25,195, James R. Sweeney, Registration No. 18,721, William M. Lee, Jr., Registration No. 26,935, Glenn W. Ohlson, Registration No. 28,455, David C. Brezina, Registration No. 34,128, Jeffrey R. Gray, Registration No. 33,391, Timothy J. Engling, Registration No. 39,970, Gerald S. Geren, Registration No. 24,528, Robert F. I. Conte, Registration No. 20,354, Peter J. Shakula, Registration No. 40,808, William J. Lenz, Registration No. 44,208, Wm. Marshall Lee, Registration No. 16,853, John M. Mann, Registration No. 17,775 and Gregory B. Beggs, Registration No. 19,286 to prosecute this application and to transact all business in the Patent and Trademark Office connected herewith. It is requested that all communications be directed to:

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I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States

Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

1-00  
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